The A. F. of L. Weekly News Service gives news accounts and editorial interpretation of matters affecting labor occurring in the industrial, legislative and judicial fields, and contains labor information of benefit to the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

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Reading makyth a full man. —Bacon.

WHOLE NO. 1329 | WILLIAM GREEN, President | WASHINGTON, D. C., SATURDAY, OCTOBER 3, 1936 | FRANK MORRISON, Secretary-Treasurer | VOL. 26, NO. 40

Iron Workers Back A. F. of L. Council

Convention Approves Action Requiring Unions to Withdraw from Committee for Industrial Organization.

By A. F. of L. News Service.

Following addresses by William Green, president of the American Federation of Labor, and John P. Frey, president of the A. F. of L. Metal Trades Department, the 200 delegates to the convention of the International Association of Bridge and Structural Iron Workers, in St. Louis, Mo., unanimously approved the action of the Executive Council of the American Federation of Labor in its decision that the unions affiliating the Committee for Industrial Organization separate themselves from that group or stand automatically suspended from the American Federation of Labor as a dual organization.

President Green reiterated his denial that the question of industrial unionism or craft unionism was involved in the controversy with the C. I. O. The real question, he said, was whether a rival organization could be created within the American Federation of Labor to carry out a policy disapproved by a majority vote of the Federation's convention, which he maintained is the supreme court of labor.

Calls It Smokescreen Issue

"The issue of craft versus industrial unionism has been raised as a smokescreen," he declared. "Behind it is the real purpose, the ambition of certain men to do that which the American Federation of Labor in convention decided not to do.

He insisted that the objective of industrial organization could be reached within the Federation and criticized the C. I. O. unions for their lack of success in organizing their own industries while at the same time exhibiting unbounded enthusiasm for the application of the principle to other industries. Referring to the United Textile Workers, which is a member of the C. I. O., he said: "There are 500,000 workers in the jurisdiction assigned to them by the American Federation of Labor. And what have they got? A corporal's guard! If they want to organize, they've plenty of their own to do."

Assails C. I. O. Policy

Mr. Green cited several instances where, he said, the members unions of the C. I. O. had tried to affiliate workers in widely differing trades. Organization of employes of a Toledo, Ohio, article factory by a branch of the Automobile Workers' Union was one of the instances mentioned.

"Responsibility for disruption of the labor movement in the United States must rest with the men who started the Committee for Industrial Organization," he declared, addingr

"We still hope and trust that sound judgment will prevail. We will go to the limit to settle this controversy and make every concession which reasonable-minded men can be expected to make.

"It is my purpose, come what may, that the American Federation of Labor shall live forever and shall be maintained as the instrumentality through which the workers can and shall advance their social and economic interests."

In the first part of his speech Mr. Green said the Federal Social Security Act should be amended and improved and that the several states should enact measures to provide a minimum of social security protection. The American Federation of Labor would use all its efforts to secure effective social legislation, he declared.

He also said the A. F. of L. would work for the passage of the Wagner Housing Act at the coming session of Congress.

Electrical Union Rejects Labor Dispute Arbitrator

Springfield, Ill. (AFLNS).—The settlement of the controversy over a new contract between the International Brotherhood of Electrical Workers here and the Illinois Power & Light Corporation was delayed by the refusal of the union to accept Dean Albert J. Harno of the University Law School as an arbitrator of the differences between the two groups.

Gov. Henry Horner had appointed Dean Harno as arbitrator in an effort to avert a strike call.

The announcement regarding the refusal to accept Dean Harno was made by E. T. Scott, Southern Illinois representative of the Electrical Workers Brotherhood.

"We are not very far from a strike right now," Scott said. "We feel that Dean Harno is sitting in the company's corner. He was suggested as arbitrator as far back as June 20 by the company and we turned him down then."

A strike called more than a year ago by the Electrical Workers Brotherhood in a dispute with the Power and Light Corporation, from which 70 municipalities in central and southern Illinois received light and power, caused the suspension of electrical service in some cities.

The State Labor Department here explained that in the contract signed last year there was a provision for new negotiations in August this year, but efforts to reach an agreement on the new contract had been balked by arguments over wage scales and labor conditions.

EDITORIALS

WAGES AND DIVIDENDS

A progressive viewpoint regarding the relative rights of wage earners, who do most of the useful work in industry, to higher wages for the use of their labor power, and stockholders, who own the machinery of production and are paid dividends for the use of this property, was expressed in the report of Magr. Joseph F. Smith, of Cleveland, Ohio, chairman of the Arbitration Board which granted the employes of the Cleveland Railway Company an increase in wages of six cents an hour and one week's vacation with pay.

Taking the thoroughly ethical position that the welfare of the employes should come before other costs, Magr. Smith expressed his philosophy on wages and dividends in the five following principles which he held to be fundamental in the case:

1. In human society the unit is the family and not the individual. The employer, therefore, should deal with his employe not merely as an individual but as the head or member of a family.

2. The employer must consider the needs of the family as well as the individual; that with reasonable economy the working man may be able to feed, clothe and educate his dependents.

3. During the depression the soldiers of the working men went further in aiding the unemployed and their families than the money that came from any other source. Again, during the depression, the wage earner did more to protect our institutions by his courage and his confidence and his economies than any other element in our American life.

4. As a rule the last consideration in the return of prosperity is the restoration of the living wage of the working man. In justice the working man should be the first to benefit.

5. The living wage of the employe comes before the dividends to the stockholders and applies to the Cleveland Railway Company in their contract with the City permitting a 6 per cent dividend. When and to whatever extent the wage earners participate in the dividends of the company, to that extent the dividends may be considered in the question of wages.

If the philosophy enunciated by Msgr. Smith was the guiding principle of the executives of many of our large corporations it would cease their un-American opposition to trade unions and collective bargaining and have less use for labor spies, gas bombs, machine guns and other similar weapons in their unholy economic warfare against the legitimate aspirations of working men and women for higher wages, shorter hours, improved labor conditions and labor elements of justice in industrial relations.

ANTI-UNION EMPLOYERS AND LABOR LAWS

A strong criticism of employers who deliberately violate the Federal statute making it their duty to use collective bargaining with representatives of their employes in the adjustment of labor disputes was made by Gov. Hjalmar Petersen of Minnesota in connection with his endeavors to effect a settlement of a number of strikes in Minneapolis. The major demand of the unions representing the strikers was collective bargaining. In commenting on this demand Governor Petersen said:

"Employers are quick to demand that employes, citizens and civil authorities obey the law. But when it comes to collective bargaining, which is the law of the land, some employers are not so strong for upholding it.

"The desire of organized labor to represent its members in collective bargaining is reasonable and it is the employers' obligation to recognize that lawful right."

Governor Petersen evidently referred to the National Labor Relations Act passed by the last Congress of the United States, which includes in a list of unfair labor practices the refusal of an employer to bargain collectively with representatives of the employes and specifically prohibits such practice.

It also prohibits employers from discriminating against employes because of trade union membership.

The National Labor Relations Board has been kept busy since the enactment of the law in taking action against employers who deliberately violate its provisions.

CORRECTION

By A. F. of L. News Service.

The American Federation of Labor Weekly News Service for August 1, 1936, published an article with the caption "Patent Office Denies Finch Company Right to Use A. F. of L. Insignia." The caption and the article erroneously named Joseph S. Finch Company as the unsuccessful applicant for trade-mark registration of the insignia A. F. L., said application having been opposed by the American Federation of Labor.

The caption and the article should have named the Perry G. Mason Company as the adverse party in interest. The confusion is attributable to the fact that although Joseph S. Finch & Company originally applied for such registration, the mark and application were thereafter duly assigned to the Perry G. Mason Company and the opposition proceeding was conducted solely in its behalf.

The American Federation of Labor Weekly News Service regrets the error and gladly makes this correction.

OVERTIME PAY CONTRACT WON BY SEAMEN'S UNION

Stewards and Men Employed in Deck and Engineering Departments Benefit by New Wage Rates.

By A. F. of L. News Service.

New York, N. Y.—The advantage of trade union methods in adjusting labor disputes was well illustrated in the agreement granting overtime pay for seamen on Atlantic ships signed here by representatives of the International Seamen's Union of America and the shipping interests concerned.

The general agreement effective some months ago provided for consideration of the overtime pay question at a later date. Ivan Hunter, secretary of the International Seamen's Union, announced the finalising of the supplementary agreement in which the principle of overtime payments for the crews was recognized.

Stewards and members of the deck and engineering departments are affected by the new wage rates.

Rates and Hours for Stewards

The agreement establishes a 10-hour day for stewards at sea and an eight-hour day in home ports, the latter to be figured from 6 A. M. to 7 P. M. on freight ships. No time for holidays will be allowed at sea except when in excess of the 10-hour day. Time for fire boat and fire drills and other emergency work for the safety of the vessel will be paid for in excess of the established hours will be considered straight time both at sea and at home.

Stewards receiving $60 a month or less will be paid an overtime wage of 50 cents an hour, or time off with subsistence equivalent to the time worked will be granted at the option of the ship owners. An overtime wage of 60 cents an hour will be paid to stewards getting more than $60 a month.

When work of 10 minutes or more but not in excess of 40 minutes is performed credit will be given for one-half hour, and when in excess of 40 minutes the credit will be for an hour. The working hours for stewards on passenger ships will be subject to negotiations with individual ship lines.

Deck and Engineering Departments

Deck and engineering departments men will work eight hours a day when at sea and will be paid for all time in excess of eight hours when doing lifeboat or fire drills, such time being termed straight time. When in a home port the eight-hour day will be effective, but work done on Saturday afternoons, Sundays or holidays will be paid on the overtime basis of 60 cents an hour or time off with subsistence at the option of employers. The method used in computing overtime for stewards also will be effected for deck and engineer departments.

The new terms became effective October 1. Secretary Hunter expressed gratification at the agreement and termed it an important means of maintaining peace on Atlantic ships.

MINERS GET HIGHER WAGES

Central City, Ky. (AFLNS).—It is reported there that after a year's layoff about 2,500 coal miners of the Muhlenberg and Ohio County coal fields are returning to work under a contract negotiated by district officials of the United Mine Workers with 20 operators increasing wages and shortening hours.

The new contract is said to fix the wages of outside work labor at $3.50 a day and inside labor at $4.50 a day, an increase of 50 cents. Loaders will be paid 49.11 cents a ton and machine helpers 3.66 cents and 3.98 cents a ton compared with the former scale of 41.14 cents a ton for loaders and 3.45 cents and 3.48 cents for machine helpers.

Anti-Union Company Holds Up Construction of Bridge

Hennepin, Ill. (AFLNS).—The refusal of the Wisconsin Bridge and Iron Company to recognize labor unions has tied up work on the Illinois Highway Bridge across the Illinois River here, for the construction of which the bridge company has a contract.

The controversy brought into conference representatives of the State Highway Department, the State Labor Department, Putnam County officials, union officials and the contractors.

Lloyd J. Bryan, State's Attorney of Putnam County, said there was nothing to arbitrate because the company was ready to sign union scales but positively refused to recognize the unions.

He added that the State administration would evidently either force recognition of the unions or allow the company to continue under non-union conditions, but he feared that if the bridge were built by non-union men that he and Sheriff Lawrence Eilens would not be able to control the situation. If union men were not employed on the State Highway Bridge job, he predicted that every project employing union labor in Bureau, Putnam and La Salle counties would be shut down.

Shortly after the conference word was received from the Division of Highways in Springfield that the contract had expired and no new words would be done on the Hennepin bridge until the labor trouble was settled.

Texas Needs Higher Taxes For Social Security Cost

Austin, Tex. (AFLNS).—The opening of the special session of the Texas Legislature here was featured by a recommendation of Gov. James V. Allred for an increase of taxes on oil, gas, natural resources, inheritances, franchises, and a "luxury" tax to raise approximately $10,000,000 to pay for old-age pensions and unemployment compensation.

Anaconda Copper Mining Company Signs Contract with A. F. of L. Departments

Agreement With Building and Metal Trades Groups Covers Wages and Working Conditions for Two Years.

By A. F. of L. News Service.

The agreement finalized on September 20 between the Anaconda Copper Mining Company and the Building and Metal Trades Departments of the American Federation of Labor runs for two years and automatically renews itself from year to year unless notice is given by either party not less than 45 days before September 20 in any year after 1937 that changes are desired.

Wage rates, hours of labor and working conditions are covered by the agreement for all building trades and metal trades mechanics and helpers who are members of unions and engaged in the crafts subject to the jurisdiction of the unions belonging to the two departments who are employed by the company at Butte, Anaconda and Great Falls, Montana.

Includes Fourteen Unions

The agreement covers the crafts subject to the jurisdiction of the following national and international unions:

Bricklayers, Masons and Plasterers International Union of America; Brotherhood of Painters, Decorators and Paperhangers; International Association of Bridge, Structural and Ornamental Iron Workers; International Association of Machinists; International Brotherhood of Blacksmiths, Dropforgers and Helpers; International Brotherhood of Boilermakers, Iron Ship Builders and Helpers; International Brotherhood of Electrical Workers; International Brotherhood of Teamsters, Chauffeurs and Helpers; International Association of Sheet Metal Workers; International Molders Union of North America; International Union of Operating Engineers; Pattern Makers League of North America; United Association of Journeymen Plumbers and Steamfitters; United Brotherhood of Carpenters and Joiners.

The company agrees to employ only members in good standing of the unions affiliated with either or both of the departments in its plants at Butte, Anaconda and Great Falls with the exception that the agreement shall apply only to the members of the Operating Engineers' Union who are employed at the Anaconda and Great Falls plants.

The two departments agree that there shall be no cessation of work during the life of the contract and the company agrees that there shall be no lock-out. An Industrial Relations Committee is set up to adjust disputes.

Provides Minimum Wage Rates

The agreement fixes minimum wages with provision for increases in wage rates per day when the price of electrolytic copper is or exceeds nine cents per pound.

The minimum wage for journeymen at the present price of copper, 9¾ cents per pound, is $6. If the price of copper drops 11½ cents per pound an additional 25 cents per day will be paid, and 25 cents in addition will be paid for each increase of 1½ cents per pound.

The minimum pay for helpers is 75 cents per day less than the minimum wage for journeymen.

Inasmuch as the scale for teamsters had been out of line with other union rates being paid, the teamsters were given a classification and in addition their scale was increased a minimum of 75 cents and a maximum of $1.

There is a provision for the payment of from time and one-half to double time for work in excess of eight hours per day and for Sunday and holiday work, with the stipulation that June 13 or Miners Union Day shall be a holiday in the Butte district and double time for employes subject to the contract.

The agreement was signed in Butte, Montana, by D. M. Kelly, vice president of the Anaconda Copper Mining Company; J. W. Williams, president of the Building Trades Department of the American Federation of Labor, and J. F. Frey, president of the Metal Trades Department of the American Federation of Labor.

Importance of Agreement

This agreement is of outstanding importance at this time as the International Union of Mine, Mill and Smelter Workers are affiliated with the Committee for Industrial Organization and John L. Lewis had joined with them in the effort to have the American Federation of Labor give the Mine, Mill and Smelter Workers jurisdiction over all craftsmen although their local unions had been organized in Montana several years before the Western Federation of Miners, which later changed its name to Mine, Mill and Smelter Workers, came into existence.

The attitude of the members of the local unions towards the agreement was emphatically indicated by the thirty-thirty banquet tendered over the final proposition to two opposed.

LICENSED OFFICERS MERGE WITH TWO OTHER UNIONS

Members Affiliate With Masters, Mates and Pilots of America and Marine Engineers' Association.

San Francisco, Calif. (AFLNS).—E. B. O'Grady of the National Organization Masters, Mates and Pilots of America, West Coast Local No. 90, upon his return from New York City, announced an important development affecting the licensed deck and engine room officers.

As a result of a conference of the various groups of licensed deck and engine room officers, it was agreed that members of the United Licensed Officers would become affiliated as deck officers of the National Organization of Masters, Mates and Pilots of America and as engine room officers with the Marine Engineers' Beneficial Association.

The merger agreement which was signed by the representatives of the three organizations specified that the paid executives of the U.L.O. would be taken care of and that the offices of the two organizations would be merged as well as the membership.

This merger is considered of great importance in view of the possibility that the breaking down of negotiations on the West Coast would involve the shipping on the Gulf and Atlantic coasts. While the U.L.O. had no membership on the Pacific Coast and practically none on the Gulf Coast, they did have some strength in the port of New York and in some of the other Eastern ports.

Mr. O'Grady stated that the conference, in which he represented the Masters, Mates and Pilots of the Pacific Coast and R. Meriwether represented the Marine Engineers on the Pacific Coast, culminated in an agreement which he felt certain would make a united front on the part of the licensed officers in the shipping industry.

ROOSEVELT'S RE-ELECTION ADVOCATED BY MACHINISTS

By A. F. of L. News Service.

The convention of the International Association of Machinists, held in Milwaukee, Wis., unanimously adopted a resolution favoring the re-election of President Roosevelt, declaring that it is the historic policy of the Machinists' Union to remain non-partisan as to political parties, but to support candidates who have shown their devotion to the principles of the organized labor movement, the resolution declared that President Roosevelt has proved himself "a friend of humanity."

It praised him for sponsoring and actively promoting legislation which "put workers in their right to organize, free from interference from employers, legislation to expand employment opportunities, relieve the distress of unemployment and of old age and for laboring in many other ways "to assist the toiling masses of workers and farmers of our nation to achieve a more abundant life."

ARBITRATION PACT SETTLES U. S. BARGE LINES STRIKE

St. Louis, Mo. (AFLNS).—H. R. Odell, operating manager of the Federal Barge Lines, announced the settlement of the strike of about 400 employes which had been in progress since September 1. Mr. Odell also said the men had agreed to return to work and submit the question of wages to arbitration board. Major General T. Q. Ashburn, president of the Inland Waterways Corporation, concluded the negotiations for the large Lines.

The strikers consisted of about 300 freight handlers and 100 crane men, checkers and clerks. They asked for an increase of 20 per cent in their wages of 44 cents an hour, and 26 days vacation with pay each year. The Federal Barge Lines offered an arbitration agreement the working hours and conditions are to be the same as before the strike and the hourly wage rates agreed on by the arbitration board will be made retroactive to the time the men went back to work.

The arbitration board will consist of three members, one selected by the employes, one by the management, and the third by these two. The board will determine the prevailing rate of pay in the St. Louis area for the kind of work performed by the employes.

The men assert that higher wages are paid by railroads than the Barge Lines pay for similar work, but the management contends that the 44 cents an hour which it pays is the prevailing rate. Most of the freight handlers are Negroes.

They are members of the International Longshoremen's Association, affiliated with the American Federation of Labor.

Peoria Journal-Transcript Dispute With Guild Settled

Peoria, Ill. (AFLNS).—The Peoria chapter of the American Newspaper Guild won its dispute with the Peoria Journal-Transcript in an agreement in which the paper recognized the right of editorial employes to organize for collective bargaining and "join any organization composed of other newspaper men" without prejudicing themselves.

The dispute originally involved the discharge of four editorial employes, three of whom were Guild members. Two of the discharged men were reinstated, one in the editorial advertising department and one in the circulation. The third had secured employment elsewhere.

The Guild members pledged themselves to assist in recovering circulation and advertising for the Journal-Transcript, which they said had been reduced because of the dispute. The bitterness engendered by the controversy was illustrated in a resolution adopted by the City Council withholding all city business from the paper. The resolution was rescinded following the agreement, which was signed by Carl P. Slane, publisher of the paper, and witnessed by Julius Klyman, international vice president of the Newspaper Guild; Martin Durkin, State Director of Labor, and John Kinsdale of the Peoria Building Trades Council.

CLEVELAND STREET CAR MEN WIN PAY INCREASE

Arbitration Award Boosts Wages Six Cents an Hour and Gives One Week's Vacation with Pay.

By A. F. of L. News Service.

Cleveland, Ohio.—More than 3,000 members of Division 268 of the Amalgamated Association of Street and Electric Railway Employes of America, who are employes of the Cleveland Railway Company received a six-cent per hour wage increase, one week's vacation with pay and improvements in working conditions in the recently concluded arbitration award. The wage increase was made retroactive to May 1.

The board of arbitration was composed of Magr. Joseph F. Smith, chairman; Congressman Martin L. Sweeney, Division 268 and Hon. William H. Boyd, who represented the Cleveland Railway Company. David Zimring, lawyer and statistician and director of the Labor Bureau of the Middle West, presented and argued the case for the employes.

1929 Rate Restored

The award restores the 1929 basic scale of 72 cents an hour for trainmen and establishes a rate of 79 cents an hour for one-man operation. Miscellaneous employes also received the six-cent increase.

In a period of less than three years the members of Division 268 have regained the 15 cents per hour in their wage rates they lost during the depression. Fourteen of the 15 cents was won by arbitration, a board having awarded the union members eight cents an hour on February 21, 1934. In 1935 further restoration of one cent an hour was agreed to. Mr. Zimring also represented the Division in the 1934 arbitration.

The wage rates ordered by the arbitration board are as follows:

The wages of trainmen retroactive to May 1, 1936, and effective to January 1, 1938, shall be: For the first three months of service, 74 cents per hour; next nine months of service, 76 cents per hour; thereafter, 78 cents per hour.

The wages of one-man operators (collecting fares) retroactive to May 1, 1936, and effective to January 1, 1938, shall be: For the first three months of service, 74 cents per hour; next nine months of service, 77 cents per hour; thereafter, 79 cents per hour.

Every employe working on the cars, buses and in the miscellaneous departments having five or more years of service with the company is to receive an annual vacation with pay of one week. This provision goes into effect May 1, 1937.

CEMENT UNIONS NATIONAL COUNCIL IS ESTABLISHED

By A. F. of L. News Service.

The National Council of United Cement Workers recently established at a four-day convention in St. Louis, Mo., attended by delegates representing 23 local unions affiliated with the American Federation of Labor.

The convention planned an intensive organization drive among the unorganized plants throughout the nation and by the time the next convention meets in 1937 it is believed that a large portion of the plants will have been organized as affiliates.

A pledge of assistance in the organization drive was given the delegates by William Hutcheson, general representative of the American Federation of Labor, on behalf of the Federation. Officers elected by the new convention are: President, William Schoenberg, Chicago, Ill.; first vice president, Joseph Williamson, Bangor, Pa.; second vice president, Rueben Roe, Buffalo, Iowa; secretary-treasurer, Joseph Oglesby, Ill.; executive board members, Arthur J. Strunk, Nazareth, Pa.; William Welch, Oglesby, Ill.; Edward H. Dillon, Dewey, Okla.; W. A. Pritchett, Tarrant, Ala., and E. G. Hammer, St. Louis, Mo.

Organization activities will be directed from Oglesby, the home of Secretary-Treasurer Gallo, and as the organization drive assumes nation-wide proportions it is the aim of the council to establish a regular business office there.

Financing of the national council will be maintained by a $5 initiation fee for each local affiliated and a monthly per capita tax of ten cents.

The need for a national council for the protection of workers employed in the cement industry has been realized for a considerable period. It was for the achievement of this purpose that Harry Schoenberg, a representative of the American Federation of Labor, suggested to cement workers local unions 18421 and 20066, of Oglesby, the possibility of forming the council. From this small beginning the movement was given the standing it now has by the St. Louis convention.

JUDGE UPHELD WISCONSIN CLEANERS AND DYERS' CODE

By A. F. of L. News Service.

The refusal of Judge A. C. Hopkmann in the Dane County, Wisconsin, Circuit Court, to suspend the state fair trade practice standards governing the cleaning and dyeing industry pending a court review is regarded by the commission administering the state fair practices codes as a precedent in applications for their review.

The application for the injunction was submitted by L. Lepeles, a Milwaukee cleaner and dyer, in connection with an enforcement suit instituted against him charging violation of the state code.

Fred M. Wylie, state fair trade practice commissioner, told the court that the cleaning and dyeing industry has become stabilized and adjusted to the code standards. He said that the workers in the Milwaukee cleaner and dyer to disregard them would make enforcement impossible in Milwaukee and result in a return of a demoralizing price war, which the law authorizing fair practice codes was designed to prevent. A price war, he pointed out, would not only result in heavy losses to the cleaning and dyeing industry, but, in addition, would cause reduction in wages, increase of working hours and possibly a strike.

Mr. Wylie gave credit to the influence of the Milwaukee Cleaning & Dyeing Employes Union for having prevented Lepeles' non-compliance with the code from breaking down the entire idustry, but warned that neither the state administration nor the union would be able to prevent a price war if relief is longer delayed.

Machinists Uphold A. F. of L. Council

Action of Federation Officials Regarding Committee for Industrial Organization Approved by Milwaukee Convention.

By A. F. of L. News Service.

There was no hesitation by the delegates to the convention of the International Association of Machinists, held in Milwaukee, in supporting the Executive Council of the American Federation of Labor which decided at its August meeting that the unions belonging to the Committee for Industrial Organization must sever their connection with that dual body if they desired to retain their affiliation with the A. F. of L.

Asserting that the issues confronting the American Federation of Labor "threaten grave dissension within its ranks," the resolution declared that "the Executive Council of the American Federation of Labor have made every reasonable effort to remove the causes of this dissension, as ably exemplified in the printed record of the proceedings of the meeting filed by the Metal Trades Department against the Committee for Industrial Organization."

The vest of the resolution put the convention "on record as endorsing the action of the Executive Council of the American Federation of Labor in their decision on the Committee for Industrial Organization movement" and ordered copies of the resolution sent to President Green and the presidents of the Metal and Building Trades Departments of the A. F. of L.

Addresses condemning the Committee for Industrial Organization for its activities tending to disrupt the American Federation of Labor were made by President Arthur O. Wharton, of the Machinists Association. President William Green of the American Federation of Labor and President John P. Frey of the A. F. of L. Metal Trades Department.

Green Stresses Majority Rule

"American labor is invincible when united," Mr. Green said. "It can only be conquered when it is divided. What is needed is the banish of those who introduce discord and hatred within the ranks of organized labor? He stressed that the divide and conquer cannot be regarded as a devoted member of organized labor."

He stressed the fact that the C. I. O. leaders had deliberately undertook to apply a policy defeated by a large majority of the delegates at the last convention of the American Federation of Labor. He said the question of industrial versus craft unions was not an issue in the controversy, which is, on the contrary, the question of the preservation of democratic procedure and majority rule in the A. F. of L.

After referring to the refusal of the C. I. O. group to abide by the decision of the majority at the Atlantic City convention Mr. Green continued:

"It was presumed that those who presented the issue to the final court would abide by the decision.

"A pugilist ought to know when he is knocked out on a count of 10. If he isn't willing to accept it he ought not to have gone into the ring.

"That decision became the law of the A. F. of L. for 1936."

Mr. Green explained that pending the decision of the A. F. of L. Executive Council meeting, several C. I. O. unions to withdraw from that dual organization, he appealed to them again and again to meet with the Council, but every one of his requests was denied.

Automobile Union's Charter

Following the organization of the Automobile Workers as an expense of more than $100,000 of the A. F of L. funds, Mr. Green said the Executive Council granted them "the broadest, widest, most comprehensive jurisdiction ever granted a new union," adding:

"Every one in the assembly line comes under the United Auto Workers' jurisdiction. The electrician who installs the batteries, the upholsterer who installs the engine, the upholsterers who finish the inside of the car, the sheet metal workers who assemble the body, all were theirs.

"We reserved only the tool and die-makers and the crane mechanics, who are not the machinists, rather than have them regimented and so that the employers may have the services of trained workers.

The officers of the Auto Workers, Mr. Green continued, were "carried away by the C. I. O. philosophy and withdrew from the A. F. of L." This, he said, was the basest ingratitude.

He said the charges of the Auto Workers with ingratitude because of the large donations which the American Federation of Labor had made to them in their time of need.